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1967 JAN 6 22 51Z

P 062243Z JAN 67
FM IAD WASHDC
TO RUEKDA/CIA WASHDC
RUEPJS/DIA WASHDC
RUEPJS/DIA PROD CTR
RUEPJS/NIC WASHDC
RUEDBHA/FSTC WASHDC
RUCIHOA/CMC WASHDC
RUCIJDA/CNO WASHDC
RUEHC/STATE RCI WASHDC
RUMSMA/COMUSMACV VIETNAM
RUABBS/JSPC SOBE OKI
RUAUBUL/COMSEVENTHFLT
RUCIFTA/ACIC ST LOUIS MO
RUEDNBA/CMDR TAC LAFBVA
RUAGUG/327TH AIR DIV TAIWAN
RUMBDFG/USAIRA, VIENTIANE
RUMFUE/CTF 77
RUHPQ/NSAPAC
RUMFUV/CTF 76
RUWBKNA/15AF MARCH AFB CALIF
RUEDDBA/8TH AF WESTOVER AFB MASS
RUCVAAA/2AF BARKSDALE AFB LA
RUAGFL/COMUSTDC TAIPEI TAIWAN
RUABAB/313 ADIV KADENA AFB OKI

RUCSAAA/SAC OFFUTT AFB OMAHA NEB
RUEDFIF/FTD WPAFP DAYTON OHIO
RUEPJS/JCS/JRC WASHDC
RUEPDA/ACSI DA WASHDC
RUHLKM/PACAF HONOLULU HAWAII
RUEDHQA/HQS USAF WASHDC
RUEPCR/DIRNSA
RUMJIR/AMEMB SAIGON
RUHPD/FICPAC FORD ISLAND HAWAII
RUMBAN/ACSI USMACTHAI, BANG THAI

RUHKM/CGFMFPAC
RUMHAW/CGFIRST MAW
RUMFM/FICPACFAC CUBI PT
RUMBDA/6235 CSG TAKHLI AB THAILAND ATTN DI
RUMBDB/6233 CSG UBON AF THAILAND ATTN DI
RUHKR/CINCUSAPPAC FORT SHAFTER HAWAII
RUMBDK/6234 TFW KORAT AB THAILAND ATTN DI
RUMBDF/DEP CMDR 2AD THAILAND UDORN AB THAILAND ATTN DI
RUAUNJ/COMNAVFORJAPAN YOKOSUKA JAPAN
RUAUAZ/PACOM ELINT CTR FUCHU AS JAPAN
RUMRDA/3RD AIR DIV ANDERSON AFB GUAM
RUHKA/CINCPAC CAMP SMITH OAHU HAWAII
RUHKB/CINCPACFLT PEARL HARBOR HAWAII
RUMSBJ/13 RTS TAN SON NHUT AB,VIETNAM

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RUMABA/13TH AF CLARK AFB P.I.
RUMBAN/COMUSMACTHAI BANGKOK THAI
RUMJFS/AMEMB VIENTIANE LAOS
RUMSBJ/2ADIV VIETNAM
RUMFCR/ALL SEVENTH FLT CVATG COMMANDERS
RUABAB/CGTHIRDMARDIV OKINAWA
RUABFB/CGIX CORPS OKINAWA

RUMBDF/15 RTF UDORN AB, THAILAND
RUMBDF/DET 2 35 TACGP PPC UDORN THAILAND
BT

C O N F I D E N T I A L

CITE CIA/IAD 9513.

THE FOLLOWING IS FROM THE CIA/IMAGERY ANALYSIS DIVISION:

REFERENCE 1: CIA/IAD CABLE CIA-P-167

REFERENCE 2: NPIC BRIEFING BOARD L-2466, 27 DECEMBER 1966

1. ANALYSIS OF   PHOTOGRAPHY REVEALS THAT A
PARTICULARLY SHARP SET OF CURVES ON THE BY-PASS RAILROAD ROUTE
AROUND THE HANOI RAILROAD AND HIGHWAY BRIDGE OVER THE CANAL DES
RAPIDES   AT 21 04N - 105 54E IS BEING REALIGNED
TO LESSEN THE CURVATURE OF THE ROADBED. THE BY-PASS BRIDGE WAS
ORIGINALLY NOTED UNDER CONSTRUCTION ON PHOTOGRAPHY DATED 26
APRIL 1966 BUT HAS NEVER BEEN COMPLETED (REFERENCE NO. 1).
ANALYSIS OF   PHOTOGRAPHY REVEALS THAT NO RAIL
HAS BEEN PLACED ON THE ROAD BED; HOWEVER ANALYSIS OF THE REALIGNED
ROADBED INDICATES THE CURVATURE REDUCTION IS CONSISTANT WITH THE
REDUCTION ASSOCIATED WITH THE MODIFICATION OF METER TO STANDARD
GAUGE (IE. THE ORIGINAL 360' (APPROX.) AND 380' (APPROX.) CURVES
HAVE BEEN MODIFIED TO 720' (APPROX).

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2. NUMEROUS PROBABLE RAILROAD TIES MEASURING [   ]
IN LENGTH HAVE BEEN OBSERVED ADJACENT TO A PROBABLE RAILROAD YARD
UNDER CONSTRUCTION 1 NM NORTHEAST OF THE YEN VIEN RAILROAD
CLASSIFICATION YARD [   ] AT 21 05N - 105 55E (REFERENCE
2). THESE PROBABLE TIES CLOSELY APPROXIMATE THE OVERSIZE TIES
FOUND ON THE DUAL GAUGE (IE. METER AND STANDARD GAUGE) PORTIONS
OF THE RAIL LINE IN THE KEP AREA (21 24N - -106 17E).

3. ANALYSIS OF [   ] PHOTOGRAPHY REVEALS THAT A
TURNING WYE IS UNDER CONSTRUCTION 0.4 NM NORTHEAST OF THE YEN VIEN
RAILROAD CLASSIFICATION YARD. THE RADIUS OF CURVATURE OF THE
COMPLETED SEGMENT OF THE TURNING WYE IS 720' (APPROX) AS OPPOSED
TO THE 330' (APPROX) RADIUS OF CURVATURE ON THE EXISTING METER
GAUGE TURNING WYE IN THE YEN VIEN CLASSIFICATION YARD.

4. IN SUMMARY, THE LESSENING OF ROADBED CURVATURE AND THE
PRESENCE OF OVERSIZE PROBABLE RAILROAD TIES IN THE YEN VIEN AREA
STRONGLY INDICATES THAT THE NORTH VIETNAMESE ARE ACTIVELY
PREPARING TO EXTEND DUAL GAUGE TRACK (IE. METER AND STANDARD
GAUGE) ON THE HANOI/DONG DANG RAILROAD LINE FROM THE KEP
AREA SOUTHWARD TOWARD HANOI.

MAP REFERENCE: AMS SERIES L7014, SHEET 6151 II

GP-1

C O N F I D E N T I A L

-- END OF MESSAGE --

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